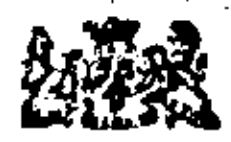


Hongkong Daily Press.

**JUBILEE
PILSENER BEER
IN HOCK BOTTLES.**
—
PER CASE OF 4 DOZ. QTS. } \$13.
" " " 6 " PTS. }
**SOLE AGENTS:—
H. PRICE & CO.**

Hongkong, 20th-May, 1901. [al]

INTIMATION.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A PERFECT SYSTEM of FILTRATION is employed, guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A STAFF of ENGLISH EXPERTS attend to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

HONGKONG.

Hongkong, 31st May, 1901.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
Readers for copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: WATSON & CO., Ltd., P.O. Box 23. Telephone No. 12.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 31st May, 1901

The Viceroy of Chihli has requested that the Rev. Timothy Richards shall remain at Peking to formulate a set of regulations to obviate any future missionary troubles in China, and it is a great testimony to this able missionary that he has inspired the Chinese with such confidence as to draw this proposal from Li HUNG-CHANG. Nor is it possible, if the problem can be solved in such a manner, that a better choice could have been made. Mr. Richards is known to the European residents all over China and to a very great number of natives as an upright, wise, and level-headed man. Were the mass of missionaries like him there would be little cause for missionary troubles. But the difficulties at the outset of the task proposed for him are enormous. Granted that he is able to formulate a set of rules acceptable to the Chinese, is it at all probable that they will be received favourably by all the missionary bodies themselves? Will the Roman Catholic priests consent to forego the official privileges which have been extorted from China on their behalf? And yet we can imagine no cure for missionary troubles which does not abolish this anomaly. Again, Mr. Richards must assume that the missionaries are to be prudent and well-conducted. But it is of course ridiculous to imagine that a total change will come over all the members of the bodies loosely classed together as "Protestant" and of the Roman Catholic societies. Unless a restriction be put upon the influx of missionaries, we shall again get the unfit and half-educated, even the mercenary, intruding as before in a field where they have no right, and by their example bringing reproach on their worthy and honourable fellow-workers. As to the question of women-missionaries, we have

not the advantage of knowing what are the views of Mr. Richards. We should imagine, however, that to a man of such experience as he possesses there can be little doubt that the unlimited travelling of white women, accompanied by their children in no few cases, to remote districts of the interior of China, in some of which at least the inhabitants have proved that they are at heart no better than savages, is reprehensible. We should use a far stronger expression, and we are convinced that the mass of impartial people look on this conduct on the part of certain missionary bodies as a deep reproach to them and of their members who support the practice.

Such are a few of the difficulties which attend the task which the Rev. TIMOTHY RICHARDS has been asked to undertake. More will suggest themselves to our readers. We do not think, however, that Mr. RICHARDS's work need be in vain. Perhaps the utmost for which we are justified in hoping is that the suggestions put forth may be taken as the basis of a discussion on the question, and that the religious bodies engaged in the work of proselytising in China may be induced to look into the matter, and attempt to correct the numerous blunders which they have made in carrying out their plans. The likelihood of the Governments, whose nationals the missionaries are, taking any notice is too remote, perhaps, to be worth consideration; so that the duty is all the more incumbent on the missionary societies to rectify the mistakes, which they have made in the past. They have had ample opportunity of learning that mere zeal is not a sufficient equipment for the agents whom they employ. All the well-meaning young people in the world will not produce as much result as one able and practical teacher. If China be capable of conversion to Christianity, it will certainly not be by means of such instruments as have been found wanting in the past. We are unable to see what objection the various societies have to selection of their agents on some rational principle. It is surely a very false view of the history of Christianity which would make out that its successes were gained by instruments taken up at random, in the manner in which Chinese troops have been known in the past to choose their weapons.

Owing to pressure on our space, we are compelled to turn over some interesting letters from correspondents on to page 5.

The British cruiser *Endymion* arrived in the harbour yesterday from Weihaiwei. The hospital ship *Gladwin* left for Taku.

Five leading Tokyo papers, including the *Mainichi*, are reported to have been suspended for discussing too freely the democratising of the government.

The Southern Indian Association have asked for support for their proposal to tax Ceylon and other foreign teas imported into India, stating that in 1899 1 million lbs., and in 1900 11 millions of Ceylon tea had come into India duty free, mostly without estate marks, and of inferior quality. The matter has been deferred for further enquiries.

The various Government Departments in Ceylon have been called upon to furnish accounts regarding the expenses incurred in connection with the Royal visit. It will be some time before the total amount expended can be ascertained; but it is anticipated that the cost of the Royal visit has largely exceeded the £50,000 originally voted in Council.

At a banquet to Mr. Doumer given by the Société d'Economie Industrielle at Paris a fortnight ago, the president of that body announced that it had contributed to the commercial exploitation of Yunnan. Mr. Doumer amid applause appealed to the Society for help in French Indo-Chinese enterprises. It is now stated that he will leave France for the East on the 13th July. At present he is busy with the organisation of the Yunnan Railway Co.

The *Foochow Echo* of the 23rd May says:—The late Tartar General, Shan Lien, is to be buried with his fathers outside the Chi Hwa gate of Peking, in the family burial ground. His coffin was escorted in great state on Thursday from the City to the steamer (*Hsin Ping*) which is taking it up to Shanghai. At two in the afternoon the funeral cortege arrived at the long Bridge jetty on the island. The coffin was borne by thirty-six bearers on a magnificent bier. Near the jetty, where the coffin had to pass, two tables were laid out, on which stood the usual sacrificial offerings and the tablets of the late General and his ancestors. All the high Provincial Authorities, Tartar and Chinese, (except the Viceroy, who could not be present) were in attendance. The Chinese officials, including the Provincial Judge and the Taoists, Superintendents of the Board of Foreign Affairs, all knelt down and bowed to the tablets at one of the tables; at the other, and the firing of cannon and the blowing of shawms, the new Tartar General and his suite knelt while the names and titles, life, deeds, illness and death of Shan Lien were read out to the world. The new General knelt to the tablets of the dead one, and all the officials rose to greet the nephew and heir of the man who had gone to join his ancestors. The Foreign Consuls with the exception of the French and Dutch were all present, and saluted the coffin as it passed.

Paris telegrams make the end of June the probable date of termination of the negotiations at Peking.

It is stated that Germany is trying to acquire a coaling station at Margarita Island, in the Caribbean Sea, off the mainland of Venezuela.

The Indian Contingent, which took part in the Commonwealth celebration in Australia, returned to Bombay on the 7th inst.

The Secretary of State for War at the end of April approved of the increase of the establishment of the 1st Battalion Irish Guards, formed about 12 months ago, from six to eight companies from May 1st.

The Straits Government has sanctioned the Singapore Municipal electric light installation scheme, for the provision of which a sum of \$150,000 has been set apart in the new Singapore municipal loan of \$1,000,000.

Two fasting women are attracting much attention in India. The first, a Hindu, claimed not to have touched food for nearly three years. The second is a Bengali Hindu lady who has not taken food or drink for thirteen years and a half.

On the 26th and 27th April the chess match by cable between Oxford and Cambridge combined and the American Universities was played. Like the larger event of the previous week, it ended in a draw, the score being three games all.

Australian fauna is still undergoing changes owing to the influence of man. The Agent-General for New South Wales in London recently inspected the Marine Biological Institute at Plymouth, with the view of introducing varieties of English marine fish into Australian waters.

A somewhat sensational statement with regard to Russian intrigues in the Balkan Peninsula was made by the St. Petersburg correspondent of the *Times* at the beginning of the present month. This statement is to the effect that General Konoropkin, the Russian Minister for War, at the instance of a secret military convention, is now conducting negotiations with the object of giving Russia, in the event of complications arising, the control of the Serbian army. If these complications should result in the partitioning of European Turkey, Serbia is to receive as her portion Novi Bazar, in Albania, and a part of Macedonia.

A London telegram in the Australian papers says:—Lord Hawke (captain of the Yorkshire county cricket eleven) and Messrs. J. E. Mason, Owen, P. F. Warner, and D. L. A. Jephson (captains of Kent, Essex, Middlesex, and Surrey respectively) have published a manifesto to the effect that the proposed alteration in the leg-before-wicket rule, giving the umpires greater powers, would encourage blind slogging to such an extent as to ruin club and local cricket. Dr. W. G. Grace is of opinion that the proposed amendment would benefit first-class cricket by lessening the number of drawn games, but thinks it would injure club cricket where umpires were of doubtful ability.

A warning against the new policy of expansion in America was recently uttered by Dr. Moncreux D. Conway, himself an American and at one time an Abolitionist leader. "The pomp and pride of strutting round the world," he said, "all the lust of conquest and glamour of war, have destroyed irrevocably the former America." When Dr. Conway was introduced to Ruskin the latter said, "Your country is growing so big that it may swallow us all up." That remark amused its hearer, but now Dr. Conway would not take it so lightly. "A host of inflated demagogues and missionaries are persuading the people that they have a mission to Americanise the universe," he complained, and proceeded to cite a resolution taken by the Puritan Pilgrims of New England:—Resolved (1) That the earth is the Lord's and the fulness thereof; (2) That what belongs to the Lord belongs to His saints; and (3) That we are His saints. Thereon began the extermination of the red men. "The same spirit," he concluded, "survives, or has revived."

The Calcutta *Englishman* says: Having become convinced—as from the nature of the mistake it was inevitable that we should become convinced—that we have been misinformed with respect to Ahmednagar, one course only remains open to us, and that is a frank expression of regret for the strictures which we passed a week ago upon the sanitary condition of the station. We erred in generalising too widely from the narrow premises afforded by the Sanitary Commissioner's report for 1899. From the virtuous, if not always grammatical, wrath of our contemporaries we gather that a hasty generalisation is a new departure in Indian journalism; but possibly the Solomon of Allahabad and Bombay have better memories than they would wish us to believe. The singular fatality that the last available report should have presented Ahmednagar in so unfavourable a light will doubtless be admitted at least in partial explanation of our fault. The conditions of stress and hurry surrounding journalistic work everywhere, and in India especially, will account for the rest. But we regret profoundly that the mistake should have been made.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 30th May, 8.12 p.m.

SIMPLIFICATION OF CEREMONIES.

An Imperial Decree abolishes all precedents as to the procedure of the Six Boards and orders the Government to return to the simple rules of the ancient dynasties.

LONDON, 29th May, 5.45 p.m.

BRITISH PROPOSALS ACCEPTED.

Dr. Morrison telegraphs to the *Times* from Peking that Russia agrees to the British proposal for the appointment of a mixed Commission. She is also expected to agree to the British proposal as to the payment of the indemnity.

[This second proposal was that China should pay the Powers in bonds representing the indemnities claimed, and should earmark certain sources of revenue, the yield being paid to a special receiving board for distribution among the Powers.]

A COMMISSION OF HEADS OF BANKS.

A Paris telegram says that the Ministers at Peking unanimously wish the Commission to be composed of the heads of foreign banks named by each Government.

REUTER'S SERVICE.

LONDON, 29th May.

SOUTH AFRICA.

There is no news yet as to any serious fighting with Commandant Krüger's column, which is now estimated at 600 strong, but several British columns are operating against him and Commandant Colenbrander.

A squadron of Kitchener's Scouts has captured fifty Boers near Pietersburg.

THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 43 fresh cases of plague (38 Chinese, 3 other Asiatics, and 2 Europeans), with 38 deaths (35 Chinese, 3 other Asiatics). The corrected figures for the year are 906 cases (874 Chinese, 20 other Asiatics, 12 Europeans), and 816 deaths (827 Chinese, 15 other Asiatics, 4 Europeans).

Mr. H. Fauchel, manager of the Praya East Hotel, is the latest European victim to plague. He and Mrs. Willoughby (whose illness from the disease we reported in our issue of yesterday morning) make the two fresh European cases mentioned in the last returns by the Sanitary Department.
All the other European patients continue to make satisfactory progress.

THE NICARAGUA CANAL.

The *Times* New York correspondent wrote on the 25th ult.:

"The hopeful telegrams from Washington about a new canal treaty do not bear much analysis. They all make the neutrality of the canal the pivot of future negotiations. They ignore Lord Lansdowne's other objections to the recent Senate amendments. They assume that the Senators who three months since gleefully rejected the Hay-Pauncefote Treaty are prepared to accept another Hay-Pauncefote Treaty on similar lines. Mr. Hay is said to be sanguine of success. He was sanguine before. Quite recently his friends announced that his efforts to win over a majority had failed because so many Senators declined to commit themselves in advance to any proposition. Their attitude is simple. They destroyed the former treaty on the pretext that they had not been consulted. Now that they are consulted about a new one they refuse to declare themselves one way or the other. They want no treaty; they mean to reserve the right to reject any treaty."

Nevertheless the Government says a Washington dispatch to the *New York Sun* "believes it is able to draw a convention with a provision of neutrality acceptable to both the Senate and the Salisbury Ministry. Mr. Hay is a very able diplomatist. If he is able to work this miracle he will deserve a higher place than 'ow.' To Americanise, not to neutralise, the canal is the rooted purpose of canal jingoism inside and outside the Senate. They know England will not agree; that is why they intend to prevent a new treaty, abrogate the Clayton Treaty, and build an American canal in defiance of treaty obligations. All these stories of a probable agreement are bolstered by repeated assertions that negotiations have begun between Mr. Hay and Lord Pauncefote. The assertion is baseless. No negotiations have begun, nor can Lord Pauncefote's departure have been, as is alleged, postponed, because no date was ever fixed. It is, perhaps, safe to assume that the reports about the Senate are intended to test the state of public opinion."

LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Kaga Maru* (American Line) left Yokohama for this port on the 29th inst., and is expected to arrive here on the 4th June.

The N. Y. K. steamer *Kanagawa Maru* (European Line) left Singapore for this port on the 29th inst., and is expected to arrive here on the 5th June.

THE NEED OF MUNICIPAL FREEDOM IN HONGKONG.

III.

A PLAGUE HOSPITAL SCANDAL.

GOVERNMENT APATHY.

OFFICIAL CONFIRMATION OF LOCAL MISGOVERNMENT.

REMEDIES FOR EXISTING EVILS.

In commencing the third and final article on the "Grievances of this Colony," may I be permitted to endorse in its entirety the able article which appeared in Monday's *Hongkong Daily Press*? In the two articles which have appeared above the signature of "Scrutator," and in the whole of the correspondence which arose from these, the good government of this Colony in matters of more than municipal and local interest has not been questioned. We have much to be grateful for: such is the privilege of a resident in any British Crown Colony. In endeavouring to bring about reform in the Sanitary condition of Hongkong, and to remedy other abuses which may be considered purely local, or provincial, or municipal, I take it, we are doing so with but one ambition—to promote to its utmost capacity the general prosperity of Hongkong, and to perfect as much as possible its present system of local government. In doing this we are acting up to the best traditions of Englishmen. In Hongkong we possess undoubted privileges; we also possess undoubted and unmitigated evils. It is our duty as colonists, and the duty of the local Government also, to remedy abuses, and check—if money, brains and energy can do so—any existing evils. The local Government has apparently tried and failed; for the evils continue to flourish and the colonists pay the penalty. We are justified in writing of Government efforts in the past tense, because it is obvious, for he who runs may read, that the Government is now apathetic and inactive, and the grievances march triumphantly on. If the Colony of Hongkong were transferred to the centre of England arrayed in all the glory of its numerous conspicuous abuses, a thorough overhauling would be but a question of days. Therefore, as such grievances could not for any length of time exist at home, why should they continue to survive here, and if anything, grow worse in the survival? Conditions and surroundings are different here, we know; but as the local Government always ignores this argument, it may not be out of place to follow that example in the present hypothesis.

It would be of value to the public to know what new steps the Government has actually taken in dealing with plague since the Europeans were attacked. It would also be of interest to know what the Government has done in the way of reform since the gross Sanitary scandals were pointed out. At the present moment Hongkong is infecting the world with plague, which is also pressing harshly on the business of the Colony. During H.E. the Governor's absence at Macao he has no doubt been kept well informed as to the heavy progress of the disease, and particularly of its attacks on Europeans. The only step of late that has come to the notice of the public which the Government has undertaken in the interest of Sanitary reform, is that of the establishment of public baths for coolies, which all will be glad to see, are being much used and appreciated. H.E. the Governor is to be personally congratulated on this improvement, which Dr. Clark and his colleagues on the Sanitary Board have persistently advocated, but hitherto unsuccessfully, for the last seven years. H.E. the Governor has also asked the Sanitary Board to consider a model lodging house for Chinese. This is gratifying, for the Board have been urging this for years past.

There is in existence at the present moment in connection with the Kennedy Town Hospital for infectious diseases an exceedingly grave scandal. This is a matter which does not come within the scope of things municipal, but it is an evil which should be immediately rectified by H.E. the Governor, concerning as it does so closely the public health in the treatment of plague cases. It is indeed typical of not a few official departments in this Colony. It has given rise to a serious allegation, which, however, has been found to be untrue. It was stated that the late Mr. Mehta died in Kennedy Town Hospital from bubonic plague unattended. This is incorrect, inasmuch as he was attended at the last by the wardmaster, or nurse, who resides near the premises. But Mr. Mehta was not attended, when he died, by a surgeon, for the reason that there is only one surgeon in attendance at the plague hospital, who is compelled to attend to other duties—the health of the Police, the Gaol and other services. This medical officer is exceedingly overworked, and it can readily be understood that during the present epidemic of plague the constant presence of a surgeon at Kennedy Town Hospital is absolutely essential to attend there and there alone. Moreover, it is the duty of the Government in compulsively removing patients from their own homes and from the constant care of their doctors to provide full and efficient medical attention at the hospital. The majority of deaths from plague are due to sudden heart-failure, and the attendance of a doctor, and not a wardmaster, is absolutely essential to prevent death by possible resuscitation when a patient becomes unconscious. The medical officer through pressure of other work is not only unable to be in continual attendance at the hospital, but is actually compelled to live a mile from it, instead of having a residence adjoining the hospital and within immediate call. It will be remembered that Dr. Thompson applied for medical assistance, which was refused. Seeing the large amount of money the Government has at its disposal, it is difficult to understand such grievous parsimony.

Seeing that the epidemic is now raging with increasing intensity, the want of an adequate medical staff to deal with it, and

the wretched insanitary condition of the Colony generally, which is so favourable to the spread of plague, one would have imagined that the Government would have risen to the occasion and invited medical men resident elsewhere to assist in combating the epidemic. An invitation would probably have brought many medical men here, now engaged in mission work in South China, who would cheerfully have given assistance. Even if not directly engaged in attending plague patients, their assistance would be invaluable to the overworked and scandalously undermanned Public Health staff.

In previous articles I have dealt with existing evils which a proper and adequate system of municipal control would conceivably abate. If any official confirmation as to the existence of those evils be needed, it is to be found in the last Report issued by Dr. Clark, the Medical Officer of Health. His Report has been presented to the Sanitary Board, but for some reasons, there was considerable delay in its being accepted by the Government. A few quotations from the report will prove of interest, and the words in black type appear so in the original copy:—

"GENERAL SANITARY CONDITION."

"The year has been a very busy one, owing to the enforcement of the provisions of the Sanitary Properties Ordinance of 1899, which was passed on November 28th of that year, and which required *inter alia*, the provision of open spaces in the rear of many existing domestic buildings. A large number of old buildings throughout the Colony have now been provided with these backyards, and although they rarely exceed the legal minimum of 50 square feet in area, yet some improvement is already perceptible in the lighting and ventilation of the back part of many of these dwellings. All new domestic buildings must now be provided with back lanes, or backyards, varying from 6 feet to 14 feet in width, in accordance with the depth of the house, and as plans of no less than 1,519 new buildings have been sent in during the year, it will be seen that this provision will gradually have a marked effect upon the general sanitary condition of the Colony. The Sanitary Board are now engaged upon an earnest attempt to secure a reduction in the present excessive height of buildings, for the provisions of the present law in this respect are calculated to stultify, to a great extent, the benefit which should accrue from these open spaces in the rear of buildings. For more than fifty years past, many of the larger cities of Great Britain have prohibited the erection of buildings of a greater height than the width of the streets on which they front, while in this Colony domestic buildings can still be erected, under certain conditions, to a height of 46 feet in lanes of only 14 feet in width, and in streets of just over 20 feet in width buildings can be erected of a height of 45 feet and can have balconies on either side of such streets projecting over the footways and reducing the width of such streets which is open to the sky to 11 or 12 feet only. Many old houses which were originally designed as two-story buildings have recently been raised to three and four-story buildings under this present law, and the sooner therefore the law is amended in this respect, the better will it be for the general sanitary condition of the Colony."

"The question of the resumption of insanitary or obstructive buildings is one which must shortly receive the serious attention of the Government, as there are many private houses in the city which have been converted into insanitary courts by the erection of dwellings at both ends of the lane, leaving a passageway only below the first floor. Such obstructive buildings should be resumed and demolished, and this can now be readily done under the Crown Lands Resumption Ordinance of 1900, while legislation is needed to prohibit the further erection of such obstructive buildings."

"Several additional latrines were in process of erection at the latter end of the year, but there is still a serious need for urinals, especially in the City of Victoria. The present law here pointed out by me since 1897, and it is, I believe, one of the principal causes of the offensive smells which arise from many of the street gullies and the drains, as, in the absence of suitable conveniences, the coolies have no option but to make use of these receptacles for the purpose."

"POPULATION."

"The population of the Colony at the census taken in January, 1897, was 248,880, while at the census taken in January, 1901, it was 283,955, exclusive of the army and navy."

"The city of Victoria is divided into ten Health Districts, with an inspector of nuisances in charge of each district; there are also five first-class inspectors for the city, each of whom has the general supervision of two districts and has in addition certain special duties such as the disinfection of infected premises, the prosecution of offenders, the up-keep of the dust-boats, dust-carts, etc., and the control of the Chinese cemeteries."

"Nos. 5 and 6 Health Districts, which are situated in the centre of the city, show acute surface crowding while Districts 3, 4, and 7 are almost as densely crowded. Owing to the confinement of the land, there are also five densely populated areas in the present city, the vision of more ready means of access to the outlying districts of the city, and it is to be hoped that the Government will see their way, at no distant date, to provide, or to encourage the provision of, tramways to East Point and the Shaikwan Road with nominal fares for workmen, thus offering an inducement to the Chinese to reside in those suburbs."

"The density of population of the City of Victoria, as a whole, that is to say, including all the outlying vacant lands and the villages in No. 1 Health District, the Public Gardens in No. 2 Health District, and all the unoccupied hill-side below the upper limit of the City Health Districts (i.e. about 450 feet above high-water mark) is 126 persons per acre. In 1898 the average density of population in the administrative County of London was 60 persons per acre, while in Glasgow it was 61, in Liverpool 50, and in Edinburgh 47 persons per acre—Glasgow being the most densely crowded of the thirty-six large towns of the United Kingdom."

It is here important to note that Glasgow is the only city in the United Kingdom where plague has appeared and where it has retained its hold.

MALARIA.

Writing on this, Dr. Clark states:— "In a recent Report to the Royal Society, Drs. Stephens and Christophers, who are working at this subject in Lagos, say that to stamp out malarial fever in the present climatical and every effort should rather be turned to the protection of Europeans, and I certainly think that the same principle holds good in this Colony."

The Colony has recently acquired a very extensive addition to its territory, and every effort should be made to secure and maintain an extensive European reservation in this new territory, before the land becomes too valuable for the Government to be able to resume from the native holders. This reservation should be surrounded by a zone of neutral ground, at least a quarter of a mile wide, on which neither European nor native dwellings should be allowed, but which should be utilized by the Government for the cultivation of trees or laid out in part as a recreation ground. There is no objection to a small number of personal servants residing within the reservation area, but in no case should any native families be allowed, as it is the native children, and especially those under the age of ten years, who are the principal source of infection in Malaria.

The question of the Medical Inspection of all Vessels immediately on their entering the Harbour, is still in abeyance, pending the appointment of an officer who shall devote the whole of his time to this duty. There can be no question that such a provision would protect the Colony from importation of many cases of infectious disease, which are now unrecognized, until after landing, or even escape detection altogether.

Such is the report of the Medical Officer of Health, and no stronger confirmation could be given of the existence of evils which have been pointed out in the previous articles and correspondence.

REMEDIES.

The Hongkong Daily Press has suggested that a public meeting of ratepayers should be convened "to consider the best means for making representations to the Secretary of State for the Colonies in favour of the establishment of a Municipal Council for the City of Victoria." I am of opinion that the meeting should also be held for an additional purpose which should take precedence of the request for a Municipal Council. This is, that the Ratepayers should ask the Secretary of State for the Colonies to appoint a Special Commissioner with full powers to inquire thoroughly into the sanitation of the Colony. The Commissioner should be a strong and a capable man, who would not hesitate to call "a spade a spade." That should form the first resolution of the meeting, and the second should be a request for the appointment of a Municipal Council to take over the sanitary control of the Colony, the waterworks, roads and public works in a defined radius. This Council should supersede the present Sanitary Board, and possess larger and more comprehensive powers and be its own executive, both in finance and general municipal administration. The Legislative Council, as in other Crown Colonies, would keep a check on any possible extravagance, but, at the same time, the Legislative Council should be enlarged and more representative of the community than it is at present. The Municipal Council would be of little use if it did not possess adequate power to deal fully with Sanitary and Public Health matters, supervision of buildings, roads, etc., and possess, as in Singapore, its own engineering, sanitary and medical staffs.

Many Ratepayers at present look askance at the proposal of a Municipal Council, because of the immense power the Chinese would possess if every ratepayer, irrespective of nationality, were entitled to vote. On the face of it, it would seem that the Chinese votes would swamp out the European, and the result would be either a Council composed of Chinese or of Europeans who for certain personal motives might influence the Chinese electorate. The same conditions prevail in Singapore as in Hongkong in the matter of races, and it may dissipate any fears of the above to learn that the Chinese representation there is restricted to two members. The Chinese also might only be allowed to vote in the election of their own representatives.

Should the suggestion for a Municipal Council, even after the successful example of Singapore, not be considered advisable, then a request should be made that the Sanitary Board be remodelled and re-empowered on the lines of a Municipal Commission.

SCRUTATOR.

HONGKONG SANITARY BOARD.

A meeting of the Hongkong Sanitary Board was held yesterday at the Board Room, the Hon. W. Chatham (President) in the Chair. There were also present the Hon. F. H. May (Vice-President), Dr. Bell (Acting Principal Civil Medical Officer), Mr. Brown (Registrar-General), Mr. E. Osborne, Dr. Clark (Medical Officer of Health), Mr. Fung Wa Chuen, Mr. Chan A Fook, and Mr. Woodcock (Secretary).

The Secretary read a letter from the Government informing the Board that a section of the Central Market had been experimentally fitted up by the Electric Light Company with a lamp over each shop, and requesting the Board to report on the experiment after it had received a fair trial. The communication added that the Director of Public Works had also submitted a proposal to heighten 92 windows in the ground floor at an estimated cost of \$53,100, a sum which His Excellency the Governor intended to recommend the Legislative Council to vote for the purpose.

The President said he did not know whether any of them had visited the market to see the additional lights which had been placed over the shops. He had visited the market himself, and had found that in a butcher's shop just inside the main entrance they were using lamps for carrying on book-keeping. Otherwise the market was well lighted.

Dr. Clark observed that the market had a double light now. The one which had been placed as an experiment could be readily switched off.

The President: We will defer the consideration of this matter till the next meeting.

VENTILATING CHINESE HOUSES. The Secretary read a minute from His Excellency the Governor on the subject of ventilating Chinese houses. The Governor said that the information accumulated up to the present moment had enabled the Government to assume with any confidence the source from which it was plague originated, or the means by which propagated. Much the largest proportion of the reported cases had occurred in houses noted as being in a fair sanitary condition, some in houses returned as "good" and very few in houses returned as "bad." The epidemic in Hongkong was among the best paid working population in the colony, and the three-story houses, all lately built, were situated in streets fifty feet wide. However, there

seemed to be a strong feeling that ill-lighted dwellings were at the bottom of the mischief, and there could be no doubt that the Chinese house of the usual pattern, as constructed in Hongkong, was an ill-lighted and ill-ventilated dwelling. The population was increasing rapidly, and hundreds of Chinese dwellings were being erected. It seemed to him (His Excellency) that the time had come when the Government should insist upon the erection of none but properly lighted dwellings in Hongkong and Kowloon, and he sent for the consideration of the Sanitary Board a plan of Chinese house that would appear to satisfy these conditions, inasmuch as every cubicle would be lighted by its own window. It had been remarked by the M.O.H. that the greatest proportion of cases occurred on the first floors, where presumably there would not be so numerous as on the ground floor, and the possibility had been suggested that the concrete and cement of the ground floors was less likely to be infected, or to retain infection than the wooden floors of the upper stories. If, as he (His Excellency) was informed, the Chinese frequently cover the boards with tiles, which they liked better than the wooden floor, it might be worth considering if all floors of the Chinese houses to be built in future as work-peoples' dwellings should not be covered with tiles, or a mixture of concrete and cement, that would be non-absorbent and easily kept clean. He (His Excellency) understood that the floor of the new barracks in Kowloon had been constructed with concrete and iron girders, but he presumed that if tiles were used on wooden joists rough boards could equally be coated with concrete. The cost of such houses would be greater than that of the blocks at present erected, but he took it that the additional expense might be saved in the premium paid for the building lot, the amount of which was settled by the purchase in open competition. Should the Sanitary Board approve his suggestion, intending purchasers should have due notice that houses to be erected for occupation by the Chinese working classes must satisfy certain conditions as to lighting and ventilation, &c., &c., to be laid down.

The Hon. F. H. May inquired:—The plan is a good one and with a back lane in rear of the house would be a vast improvement.

The President inquired:—The division between the yards on ground floor might be partly wall and partly railing. The height of the wall shown on the plan is only 9 ft. 6 in., and it will not tend to affect the light or ventilation to any great extent. Instead of the limitations suggested by the Medical Officer of Health, I think it would be preferable to specify an increased width of open yard, which involves an increase in the width of the houses, in proportion to the increase in the depth of the house.

Dr. Clark (Medical Officer of Health) inquired:—I am afraid I cannot agree with the President that a brick wall 9 ft. high, within five feet of the windows, will not tend to affect the light or ventilation to any great extent. I think the Board should allow iron railings only, although I would have no objection to the railings being set on a wall three or four feet high, if that would be any advantage to the tenants. With regard to the yard, and adopting the President's suggestion to increase the size of this in proportion to the size of the house rather than increasing the back lane, I would say: Let the yard be always half the length of the house (as it is in the plan) and let it with 1 ft. for each story building, 1 ft. for each two-story building, 1 ft. for each three-story building, 1 ft. for each four-story building, 1 ft. for each five-story building, 1 ft. for each six-story building, 1 ft. for each seven-story building, 1 ft. for each eight-story building, 1 ft. for each nine-story building, 1 ft. for each ten-story building, 1 ft. for each eleven-story building, 1 ft. for each twelve-story building, 1 ft. for each thirteen-story building, 1 ft. for each fourteen-story building, 1 ft. for each fifteen-story building, 1 ft. for each sixteen-story building, 1 ft. for each seventeen-story building, 1 ft. for each eighteen-story building, 1 ft. for each nineteen-story building, 1 ft. for each twenty-story building, 1 ft. for each twenty-one-story building, 1 ft. for each twenty-two-story building, 1 ft. for each twenty-three-story building, 1 ft. for each twenty-four-story building, 1 ft. for each twenty-five-story building, 1 ft. for each twenty-six-story building, 1 ft. for each twenty-seven-story building, 1 ft. for each twenty-eight-story building, 1 ft. for each twenty-nine-story building, 1 ft. for each thirty-story building, 1 ft. for each thirty-one-story building, 1 ft. for each thirty-two-story building, 1 ft. for each thirty-three-story building, 1 ft. for each thirty-four-story building, 1 ft. for each thirty-five-story building, 1 ft. for each thirty-six-story building, 1 ft. for each thirty-seven-story building, 1 ft. for each thirty-eight-story building, 1 ft. for each thirty-nine-story building, 1 ft. for each forty-story building, 1 ft. for each forty-one-story building, 1 ft. for each forty-two-story building, 1 ft. for each forty-three-story building, 1 ft. for each forty-four-story building, 1 ft. for each forty-five-story building, 1 ft. for each forty-six-story building, 1 ft. for each forty-seven-story building, 1 ft. for each forty-eight-story building, 1 ft. for each forty-nine-story building, 1 ft. for each fifty-story building, 1 ft. for each fifty-one-story building, 1 ft. for each fifty-two-story building, 1 ft. for each fifty-three-story building, 1 ft. for each fifty-four-story building, 1 ft. for each fifty-five-story building, 1 ft. for each fifty-six-story building, 1 ft. for each fifty-seven-story building, 1 ft. for each fifty-eight-story building, 1 ft. for each fifty-nine-story building, 1 ft. for each sixty-story building, 1 ft. for each sixty-one-story building, 1 ft. for each sixty-two-story building, 1 ft. for each sixty-three-story building, 1 ft. for each sixty-four-story building, 1 ft. for each sixty-five-story building, 1 ft. for each sixty-six-story building, 1 ft. for each sixty-seven-story building, 1 ft. for each sixty-eight-story building, 1 ft. for each sixty-nine-story building, 1 ft. for each seventy-story building, 1 ft. for each seventy-one-story building, 1 ft. for each seventy-two-story building, 1 ft. for each seventy-three-story building, 1 ft. for each seventy-four-story building, 1 ft. for each seventy-five-story building, 1 ft. for each seventy-six-story building, 1 ft. for each seventy-seven-story building, 1 ft. for each seventy-eight-story building, 1 ft. for each seventy-nine-story building, 1 ft. for each eighty-story building, 1 ft. for each eighty-one-story building, 1 ft. for each eighty-two-story building, 1 ft. for each eighty-three-story building, 1 ft. for each eighty-four-story building, 1 ft. for each eighty-five-story building, 1 ft. for each eighty-six-story building, 1 ft. for each eighty-seven-story building, 1 ft. for each eighty-eight-story building, 1 ft. for each eighty-nine-story building, 1 ft. for each ninety-story building, 1 ft. for each ninety-one-story building, 1 ft. for each ninety-two-story building, 1 ft. for each ninety-three-story building, 1 ft. for each ninety-four-story building, 1 ft. for each ninety-five-story building, 1 ft. for each ninety-six-story building, 1 ft. for each ninety-seven-story building, 1 ft. for each ninety-eight-story building, 1 ft. for each ninety-nine-story building, 1 ft. for each hundred-story building, 1 ft. for each hundred-one-story building, 1 ft. for each hundred-two-story building, 1 ft. for each hundred-three-story building, 1 ft. for each hundred-four-story building, 1 ft. for each hundred-five-story building, 1 ft. for each hundred-six-story building, 1 ft. for each hundred-seven-story building, 1 ft. for each hundred-eight-story building, 1 ft. for each hundred-nine-story building, 1 ft. for each hundred-thousand-story building, 1 ft. for each hundred-thousand-one-story building, 1 ft. for each hundred-thousand-two-story building, 1 ft. for each hundred-thousand-three-story building, 1 ft. for each hundred-thousand-four-story building, 1 ft. for each hundred-thousand-five-story building, 1 ft. for each hundred-thousand-six-story building, 1 ft. for each hundred-thousand-seven-story building, 1 ft. for each hundred-thousand-eight-story building, 1 ft. for each hundred-thousand-nine-story building, 1 ft. for each hundred-thousand-ten-story building, 1 ft. for each hundred-thousand-eleven-story building, 1 ft. for each hundred-thousand-twelve-story building, 1 ft. for each hundred-thousand-thirteen-story building, 1 ft. for each hundred-thousand-fourteen-story building, 1 ft. for each hundred-thousand-fifteen-story building, 1 ft. for each hundred-thousand-sixteen-story building, 1 ft. for each hundred-thousand-seventeen-story building, 1 ft. for each hundred-thousand-eighteen-story building, 1 ft. for each hundred-thousand-nineteen-story building, 1 ft. for each hundred-thousand-twenty-story building, 1 ft. for each hundred-thousand-twenty-one-story building, 1 ft. for each hundred-thousand-twenty-two-story building, 1 ft. for each hundred-thousand-twenty-three-story building, 1 ft. for each hundred-thousand-twenty-four-story building, 1 ft. for each hundred-thousand-twenty-five-story building, 1 ft. for each hundred-thousand-twenty-six-story building, 1 ft. for each hundred-thousand-twenty-seven-story building, 1 ft. for each hundred-thousand-twenty-eight-story building, 1 ft. for each hundred-thousand-twenty-nine-story building, 1 ft. for each hundred-thousand-thirty-story building, 1 ft. for each hundred-thousand-thirty-one-story building, 1 ft. for each hundred-thousand-thirty-two-story building, 1 ft. for each hundred-thousand-thirty-three-story building, 1 ft. for each hundred-thousand-thirty-four-story building, 1 ft. for each hundred-thousand-thirty-five-story building, 1 ft. for each hundred-thousand-thirty-six-story building, 1 ft. for each hundred-thousand-thirty-seven-story building, 1 ft. for each hundred-thousand-thirty-eight-story building, 1 ft. for each hundred-thousand-thirty-nine-story building, 1 ft. for each hundred-thousand-forty-story building, 1 ft. for each hundred-thousand-forty-one-story building, 1 ft. for each hundred-thousand-forty-two-story building, 1 ft. for each hundred-thousand-forty-three-story building, 1 ft. for each hundred-thousand-forty-four-story building, 1 ft. for each hundred-thousand-forty-five-story building, 1 ft. for each hundred-thousand-forty-six-story building, 1 ft. for each hundred-thousand-forty-seven-story building, 1 ft. for each hundred-thousand-forty-eight-story building, 1 ft. for each hundred-thousand-forty-nine-story building, 1 ft. for each hundred-thousand-fifty-story building, 1 ft. for each hundred-thousand-fifty-one-story building, 1 ft. for each hundred-thousand-fifty-two-story building, 1 ft. for each hundred-thousand-fifty-three-story building, 1 ft. for each hundred-thousand-fifty-four-story building, 1 ft. for each hundred-thousand-fifty-five-story building, 1 ft. for each hundred-thousand-fifty-six-story building, 1 ft. for each hundred-thousand-fifty-seven-story building, 1 ft. for each hundred-thousand-fifty-eight-story building, 1 ft. for each hundred-thousand-fifty-nine-story building, 1 ft. for each hundred-thousand-sixty-story building, 1 ft. for each hundred-thousand-sixty-one-story building, 1 ft. for each hundred-thousand-sixty-two-story building, 1 ft. for each hundred-thousand-sixty-three-story building, 1 ft. for each hundred-thousand-sixty-four-story building, 1 ft. for each hundred-thousand-sixty-five-story building, 1 ft. for each hundred-thousand-sixty-six-story building, 1 ft. for each hundred-thousand-sixty-seven-story building, 1 ft. for each hundred-thousand-sixty-eight-story building, 1 ft. for each hundred-thousand-sixty-nine-story building, 1 ft. for each hundred-thousand-seventy-story building, 1 ft. for each hundred-thousand-seventy-one-story building, 1 ft. for each hundred-thousand-seventy-two-story building, 1 ft. for each hundred-thousand-seventy-three-story building, 1 ft. for each hundred-thousand-seventy-four-story building, 1 ft. for each hundred-thousand-seventy-five-story building, 1 ft. for each hundred-thousand-seventy-six-story building, 1 ft. for each hundred-thousand-seventy-seven-story building, 1 ft. for each hundred-thousand-seventy-eight-story building, 1 ft. for each hundred-thousand-seventy-nine-story building, 1 ft. for each hundred-thousand-eighty-story building, 1 ft. for each hundred-thousand-eighty-one-story building, 1 ft. for each hundred-thousand-eighty-two-story building, 1 ft. for each hundred-thousand-eighty-three-story building, 1 ft. for each hundred-thousand-eighty-four-story building, 1 ft. for each hundred-thousand-eighty-five-story building, 1 ft. for each hundred-thousand-eighty-six-story building, 1 ft. for each hundred-thousand-eighty-seven-story building, 1 ft. for each hundred-thousand-eighty-eight-story building, 1 ft. for each hundred-thousand-eighty-nine-story building, 1 ft. for each hundred-thousand-ninety-story building, 1 ft. for each hundred-thousand-ninety-one-story building, 1 ft. for each hundred-thousand-ninety-two-story building, 1 ft. for each hundred-thousand-ninety-three-story building, 1 ft. for each hundred-thousand-ninety-four-story building, 1 ft. for each hundred-thousand-ninety-five-story building, 1 ft. for each hundred-thousand-ninety-six-story building, 1 ft. for each hundred-thousand-ninety-seven-story building, 1 ft. for each hundred-thousand-ninety-eight-story building, 1 ft. for each hundred-thousand-ninety-nine-story building, 1 ft. for each hundred-thousand-hundred-story building, 1 ft. for each hundred-thousand-hundred-one-story building, 1 ft. for each hundred-thousand-hundred-two-story building, 1 ft. for each hundred-thousand-hundred-three-story building, 1 ft. for each hundred-thousand-hundred-four-story building, 1 ft. for each hundred-thousand-hundred-five-story building, 1 ft. for each hundred-thousand-hundred-six-story building, 1 ft. for each hundred-thousand-hundred-seven-story building, 1 ft. for each hundred-thousand-hundred-eight-story building, 1 ft. for each hundred-thousand-hundred-nine-story building, 1 ft. for each hundred-thousand-hundred-ten-story building, 1 ft. for each hundred-thousand-hundred-eleven-story building, 1 ft. for each hundred-thousand-hundred-twelve-story building, 1 ft. for each hundred-thousand-hundred-thirteen-story building, 1 ft. for each hundred-thousand-hundred-fourteen-story building, 1 ft. for each hundred-thousand-hundred-fifteen-story building, 1 ft. for each hundred-thousand-hundred-sixteen-story building, 1 ft. for each hundred-thousand-hundred-seventeen-story building, 1 ft. for each hundred-thousand-hundred-eighteen-story building, 1 ft. for each hundred-thousand-hundred-nineteen-story building, 1 ft. for each hundred-thousand-hundred-twenty-story building, 1 ft. for each hundred-thousand-hundred-twenty-one-story building, 1 ft. for each hundred-thousand-hundred-twenty-two-story building, 1 ft. for each hundred-thousand-hundred-twenty-three-story building, 1 ft. for each hundred-thousand-hundred-twenty-four-story building, 1 ft. for each hundred-thousand-hundred-twenty-five-story building, 1 ft. for each hundred-thousand-hundred-twenty-six-story building, 1 ft. for each hundred-thousand-hundred-twenty-seven-story building, 1 ft. for each hundred-thousand-hundred-twenty-eight-story building, 1 ft. for each hundred-thousand-hundred-twenty-nine-story building, 1 ft. for each hundred-thousand-hundred-thirty-story building, 1 ft. for each hundred-thousand-hundred-thirty-one-story building, 1 ft. for each hundred-thousand-hundred-thirty-two-story building, 1 ft. for each hundred-thousand-hundred-thirty-three-story building, 1 ft. for each hundred-thousand-hundred-thirty-four-story building, 1 ft. for each hundred-thousand-hundred-thirty-five-story building, 1 ft. for each hundred-thousand-hundred-thirty-six-story building, 1 ft. for each hundred-thousand-hundred-thirty-seven-story building, 1 ft. for each hundred-thousand-hundred-thirty-eight-story building, 1 ft. for each hundred-thousand-hundred-thirty-nine-story building, 1 ft. for each hundred-thousand-hundred-forty-story building, 1 ft. for each hundred-thousand-hundred-forty-one-story building, 1 ft. for each hundred-thousand-hundred-forty-two-story building, 1 ft. for each hundred-thousand-hundred-forty-three-story building, 1 ft. for each hundred-thousand-hundred-forty-four-story building, 1 ft. for each hundred-thousand-hundred-forty-five-story building, 1 ft. for each hundred-thousand-hundred-forty-six-story building, 1 ft. for each hundred-thousand-hundred-forty-seven-story building, 1 ft. for each hundred-thousand-hundred-forty-eight-story building, 1 ft. for each hundred-thousand-hundred-forty-nine-story building, 1 ft. for each hundred-thousand-hundred-fifty-story building, 1 ft. for each hundred-thousand-hundred-fifty-one-story building, 1 ft. for each hundred-thousand-hundred-fifty-two-story building, 1 ft. for each hundred-thousand-hundred-fifty-three-story building, 1 ft. for each hundred-thousand-hundred-fifty-four-story building, 1 ft. for each hundred-thousand-hundred-fifty-five-story building, 1 ft. for each hundred-thousand-hundred-fifty-six-story building, 1 ft. for each hundred-thousand-hundred-fifty-seven-story building, 1 ft. for each hundred-thousand-hundred-fifty-eight-story building, 1 ft. for each hundred-thousand-hundred-fifty-nine-story building, 1 ft. for each hundred-thousand-hundred-sixty-story building, 1 ft. for each hundred-thousand-hundred-sixty-one-story building, 1 ft. for each hundred-thousand-hundred-sixty-two-story building, 1 ft. for each hundred-thousand-hundred-sixty-three-story building, 1 ft. for each hundred-thousand-hundred-sixty-four-story building, 1 ft. for each hundred-thousand-hundred-sixty-five-story building, 1 ft. for each hundred-thousand-hundred-sixty-six-story building, 1 ft. for each hundred-thousand-hundred-sixty-seven-story building, 1 ft. for each hundred-thousand-hundred-sixty-eight-story building, 1 ft. for each hundred-thousand-hundred-sixty-nine-story building, 1 ft. for each hundred-thousand-hundred-seventy-story building, 1 ft. for each hundred-thousand-hundred-seventy-one-story building, 1 ft. for each hundred-thousand-hundred-seventy-two-story building, 1 ft. for each hundred-thousand-hundred-seventy-three-story building, 1 ft. for each hundred-thousand-hundred-seventy-four-story building, 1 ft. for each hundred-thousand-hundred-seventy-five-story building, 1 ft. for each hundred-thousand-hundred-seventy-six-story building, 1 ft. for each hundred-thousand-hundred-seventy-seven-story building, 1 ft. for each hundred-thousand-hundred-seventy-eight-story building, 1 ft. for each hundred-thousand-hundred-seventy-nine-story building, 1 ft. for each hundred-thousand-hundred-eighty-story building, 1 ft. for each hundred-thousand-hundred-eighty-one-story building, 1 ft. for each hundred-thousand-hundred-eighty-two-story building, 1 ft. for each hundred-thousand-hundred-eighty-three-story building, 1 ft. for each hundred-thousand-hundred-eighty-four-story building, 1 ft. for each hundred-thousand-hundred-eighty-five-story building, 1 ft. for each hundred-thousand-hundred-eighty-six-story building, 1 ft. for each hundred-thousand-hundred-eighty-seven-story building, 1 ft. for each hundred-thousand-hundred-eighty-eight-story building, 1 ft. for each hundred-thousand-hundred-eighty-nine-story building, 1 ft. for each hundred-thousand-hundred-ninety-story building, 1 ft. for each hundred-thousand-hundred-ninety-one-story building, 1 ft. for each hundred-thousand-hundred-ninety-two-story building, 1 ft. for each hundred-thousand-hundred-ninety-three-story building, 1 ft. for each hundred-thousand-hundred-ninety-four-story building, 1 ft. for each hundred-thousand-hundred-ninety-five-story building, 1 ft. for each hundred-thousand-hundred-ninety-six-story building, 1 ft. for each hundred-thousand-hundred-ninety-seven-story building, 1 ft. for each hundred-thousand-hundred-ninety-eight-story building, 1 ft. for each hundred-thousand-hundred-ninety-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-story building, 1 ft. for each hundred-thousand-hundred-thousand-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-ten-story building, 1 ft. for each hundred-thousand-hundred-thousand-eleven-story building, 1 ft. for each hundred-thousand-hundred-thousand-twelve-story building, 1 ft. for each hundred-thousand-hundred-thousand-thirteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-fourteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-fifteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-sixteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-seventeen-story building, 1 ft. for each hundred-thousand-hundred-thousand-eighteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-nineteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-twenty-story building, 1 ft. for each hundred-thousand-hundred-thousand-twenty-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-twenty-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-twenty-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-twenty-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-twenty-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-twenty-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-twenty-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-twenty-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-twenty-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-thirty-story building, 1 ft. for each hundred-thousand-hundred-thousand-thirty-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-thirty-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-thirty-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-thirty-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-thirty-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-thirty-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-thirty-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-thirty-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-thirty-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-forty-story building, 1 ft. for each hundred-thousand-hundred-thousand-forty-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-forty-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-forty-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-forty-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-forty-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-forty-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-forty-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-forty-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-forty-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-fifty-story building, 1 ft. for each hundred-thousand-hundred-thousand-fifty-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-fifty-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-fifty-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-fifty-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-fifty-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-fifty-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-fifty-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-fifty-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-fifty-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-sixty-story building, 1 ft. for each hundred-thousand-hundred-thousand-sixty-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-sixty-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-sixty-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-sixty-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-sixty-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-sixty-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-sixty-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-sixty-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-sixty-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-seventy-story building, 1 ft. for each hundred-thousand-hundred-thousand-seventy-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-seventy-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-seventy-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-seventy-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-seventy-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-seventy-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-seventy-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-seventy-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-seventy-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-eighty-story building, 1 ft. for each hundred-thousand-hundred-thousand-eighty-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-eighty-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-eighty-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-eighty-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-eighty-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-eighty-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-eighty-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-eighty-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-eighty-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-ninety-story building, 1 ft. for each hundred-thousand-hundred-thousand-ninety-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-ninety-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-ninety-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-ninety-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-ninety-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-ninety-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-ninety-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-ninety-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-ninety-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-ten-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-eleven-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-twelve-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thirteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-fourteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-fifteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-sixteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-seventeen-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-eighteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-nineteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-twenty-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-twenty-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-twenty-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-twenty-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-twenty-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-twenty-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-twenty-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-twenty-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-twenty-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-twenty-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thirty-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thirty-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thirty-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thirty-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thirty-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thirty-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thirty-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thirty-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thirty-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thirty-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-forty-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-forty-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-forty-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-forty-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-forty-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-forty-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-forty-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-forty-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-forty-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-forty-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-fifty-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-fifty-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-fifty-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-fifty-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-fifty-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-fifty-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-fifty-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-fifty-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-fifty-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-fifty-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-sixty-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-sixty-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-sixty-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-sixty-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-sixty-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-sixty-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-sixty-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-sixty-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-sixty-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-sixty-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-seventy-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-seventy-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-seventy-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-seventy-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-seventy-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-seventy-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-seventy-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-seventy-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-seventy-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-seventy-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-eighty-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-eighty-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-eighty-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-eighty-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-eighty-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-eighty-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-eighty-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-eighty-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-eighty-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-eighty-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-ninety-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-ninety-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-ninety-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-ninety-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-ninety-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-ninety-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-ninety-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-ninety-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-ninety-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-ninety-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-ten-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-eleven-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-twelve-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-thirteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-fourteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-fifteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-sixteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-seventeen-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-eighteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-nineteen-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-twenty-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-twenty-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-twenty-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-twenty-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-twenty-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-twenty-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-twenty-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-twenty-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-twenty-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-twenty-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-thirty-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-thirty-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-thirty-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-thirty-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-thirty-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-thirty-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-thirty-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-thirty-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-thirty-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-thirty-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-forty-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-forty-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-forty-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-forty-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-forty-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-forty-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-forty-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-forty-seven-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-forty-eight-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-forty-nine-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-fifty-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-fifty-one-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-fifty-two-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-fifty-three-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-fifty-four-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-fifty-five-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-thousand-fifty-six-story building, 1 ft. for each hundred-thousand-hundred-thousand-hundred-th

INSURANCES

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 16th November, 1892. [29]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1899 £14,409,089.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
II. FIRE FUNDS... 2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 22nd June, 1900. [1872]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LIPPAK & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [132]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
CAPITAL... £240,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO., Agents.
Hongkong, 18th May, 1900. [1835]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 29th May, 1895. [181]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. [114]

"L'UNION" FIRE INSURANCE COMPANY, LD.

(Established 1828).

The Undersigned, having been appointed GENERAL AGENT for the above Company, are prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. B. MARBY, Agent.
Hongkong, 1st August, 1900. [2794]

"L'URBAINE" FIRE INSURANCE COMPANY, LD.

(Established 1838).

The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO., Agents.
Hongkong, 7th February, 1901. [439]

TO TOURISTS AND TRAVELLERS.

THE STANDARD LIFE ASSURANCE COMPANY grants Policies to Travellers for Three or Six Months without Medical Examination.

Before leaving for a tour or for your holidays take out one of these Policies to cover any outstanding debts you may have or an overdraft at the Bank.

The cost is trifling, and the benefit, should anything happen to you while away, will be incalculable.

For Particulars of the Scheme, apply to DODWELL & CO., LD., Agents.
Hongkong, 20th May, 1901. [1293]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 16th May, 1892. [130]

SALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, S. JACOB & CO., Agents.
Hongkong, 2nd April, 1900. [33]

POHOMULL BROTHERS
57 & 59, QUEEN'S ROAD CENTRAL.
WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS.

Have for Sale,
INDIAN, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles, Oriental Embroidery, Bags, and Carpets, Jewellery, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Goods.

INSPECTION IS SOLICITED.
Hongkong, 5th November, 1900. [27]

怡生號
YEE SANG & CO.,
COAL MERCHANTS.
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. KWONG SANG & CO.
No. 144, DES VUEX ROAD. [893]

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

MUNICIPAL REFORM.

TO THE EDITOR OF THE "DAILY PRESS."
30th May.

SIR,—If any further proof is wanted as to the aversion of the Hongkong Government to reform, I think the unmentioned cuttings from the Government Official Gazette, dated 25th May, will furnish it.

They prove that representations by competent Government Officers are ignored year after year, and that when remedies for the scandalous condition of things are suggested, a deaf ear is turned.

No wonder the cost of living is high when we learn that the monopoly for slaughtering animals for food has been sold to a Chinaman, and that the market space is totally inadequate, ill-lighted, and with ridiculously inadequate supervision.

We laugh at the Chinese methods of governing; but are we much better off? We shall hear of a monopoly for baking bread next. It appears that instead of reforming the Chinese we are copying their methods. Perhaps some of the missionaries who are at present out of employment might turn their attention to the Government.—Yours, etc.,

PROTEST.

[Our correspondent first quotes the paragraph from the Report of the Medical Officer of Health, which deals with the excessive height of buildings, insanitary or obstructive buildings, population and acute surface crowding. As these are quoted elsewhere to-day we refrain from repeating them. The other paragraphs quoted are:—

"Amongst the accidental deaths of Chinese will be found no less than twenty (together with one non-Chinese death) as a result of the collapse of buildings, none of which were occasioned by fire. This appears to be a very heavy mortality from an obviously preventable cause, and suggests that a very much greater amount of supervision over the actual work, both of construction and of the repair of dwellings, is needed in this Colony."

"The total number of vaccinations recorded last year was 4,406 as compared with 6,529 in 1899, and 7,051 in 1898. This appears to be a most unsatisfactory state of affairs, and I think that more encouragement should be given to this most important means of prophylaxis. In 1897, I recommended that a small bonus should be offered to the Chinese House Surgeons at the Native Hospital (Tang Wai, Alice Memorial, and Netherby) for all successful vaccinations, and the vaccine to be supplied by the Government, with a view to increasing the number of vaccinated persons in the Colony, and thereby reducing the mortality from this disease. This scheme was specially recommended by the Sanitary Board, by resolution, in August, 1898, and has been urged by me in subsequent Annual Reports, but has, I regret to say, not yet been given effect to."

"Central Market.—Owing to increase of trade, additional accommodation is required in the poultry section for the killing and plucking of fowls, etc. I first reported this matter to the Board on September 7th, 1898.

"Nothing has yet been done to improve the lighting of this market, although upon February 14th, 1899, I brought the subject before the Board and pointed out that it could be lighted much better and cheaper by gas."

"It is a very great pity indeed that the new Western Market is not to be re-constructed upon its present site in accordance with many recommendations to that effect which have been forwarded to the Government by the Board."

"Seiyingpoon Market might be rebuilt and extended with advantage."

"Wanchai Market is too small, and might be easily extended to cover the vacant space fronting upon Queen's Road, which would make room for a good many more stalls."

"Shaukiwan Market also needs extension. In 1899 I recommended that thirty additional stalls be added."

"Additional supervision required.—Upon July 17th, I recommended the appointment of an Assistant Inspector of Markets, ranking as a third class Inspector, and pointed out that it was an impossibility that the supervision of these ten markets could be properly carried out by one Inspector, who is the only officer available for such duties at present."

"The effectual supervision of the food supply of the Colony appears to me to be one of vital importance to the health and well-being of the community. The magnitude of the work may be more readily understood when I mention that the total revenue collected as Market Rents during last year exceeded \$80,000."

"My recommendation, however, not approved, hence I am obliged to do the best I can with the one Inspector."

"The monopoly of slaughtering animals in the Colony is still in the hands of a Chinese contractor."

"On July 17th, I again represented to the Board that the Government Animal Depots and Slaughter House at Kennedy Town could not possibly be efficiently supervised by one Inspector, upon whom devolved the entire responsibility of managing these premises during the whole twenty-four hours of each day, seven days a week, and recommended the appointment of two second class men to assist him."

"As the slaughter-house is open day and night, work going on therein during the whole twenty-four hours, given three men, one Inspector could then do eight hours duty daily, including Sundays, instead of one man being practically upon duty during the whole of the twenty-four hours as at present."

"I further pointed out that this small additional expenditure could easily be borne, as since the erection of these buildings six years ago at a total cost of \$116,316.60, including preparation of site, terracing, building of retaining walls, landing wharf, and Inspector's quarters, they have returned in fees, after paying all working expenses, the handsome net sum of \$233,647.00."

"The two additional Inspectors asked for were, however, not granted."

"Shaukiwan and Aberdeen.—No proper slaughter-house has yet been provided for either of these two places."

THE NEED OF FREEDOM FROM "RED-TAPE."

TO THE EDITOR OF THE "DAILY PRESS."
30th May.

SIR,—Would it not be well to consider the need of freedom from red-tape in this colony? In the first place, you have in Hongkong on the one hand streams of living water flowing

down the mountain sides, gathering in their courses the sweetest properties of the earth's surface and carrying with them, as they descend, those natural mineral gifts which, in Japan and elsewhere on this globe, are so valued and prized—even so treasured as to be made the means of building up almost gigantic commercial concerns. You have in this regrettably death-stricken Colony the most complete system, perhaps, of filtering these living streams that human ingenuity can devise. Yet with all this, you have two Europeans (whose combined pay does not amount to the salary and emoluments of an ordinary "Chinese No. 1") to superintend and take care of that colossal return for a large outlay of public funds.

Therefore deduce—

(a) The water supply of this Colony is in danger of being cut off should either one or both of these Europeans fall from sickness, and Victoria would, as far as its water supply is concerned, be in the hands of a few Chinese coolies.

In the second place, it is conceded on all sides that the police of this Colony are undermanned. There is no question about it. As a Capt. May, the Superintendent, the "Father" of the Colony, as the convicts termed him before our Chief Justice. He will tell you tonight that he wants more men, yet two of his sergeants are "told off" at Government House—one to look after His Excellency, and the other to assist and wait upon Lady Blake during her shopping expeditions.

The Government have asked and obtained the aid of the military at the expense of \$1 a day for each man, yet the purpose for which they have been called out goes on all the same.

Therefore deduce—

(b) Man our police force, and pay our European guardians of the peace sufficiently well enough to enable them to regard the Colony with pleasure.

Again, take the commerce of the colony, and as you, Sir, wisely remarked the other day, its boundless prosperity, equal, I believe you said, to any port in Asia, and in many respects of the world.

Yet, there are steamers arriving here discharging cargoes of flour, contributing to Hongkong's welfare, practically almost daily; indeed, the major portion of our imports is comprised in the word "Flour," and has been so for many years. Scarcely to speak, the five letters "Flour" are ignored, and you will, if you take the care, Sir, to examine the Harbour Master's returns, find that those five letters are excluded from his list. Our present Harbour-Master is too much engaged, I presume, in keeping the buoys in order, and seeing that No. (say 1) is open or shut. Why on earth he should exclude from his return the word "Flour" which it contributes more to the wealth of this Colony than any other commodity is another piece of red-tape or, if it is not, is a thing, which, as Lord Dundreary said, "No fellow can understand."

Furthermore, whose duty is it to guard the approaches to the only means we have of access to the other side of the river? Travel from Blake Pier to the Extension at any hour of the night, and if you are not careful enough to keep well to the right, you will assuredly go into the Harbour. To prove this, say Capt. May, and he will tell you that almost nightly his police officers are reporting to him narrow escapes from death, and even the loss of life itself. There is no guard, no rail round Blake Pier, or any other pier, or on the sea-wall. A well-known consulting-engineer-in-business adjoining the "Star" Ferry landing stage will tell you that he himself saved a life only a few days ago. They keep a policeman on duty with a big rod in his hand, something like a fishing-rod, and you can see him at 6 o'clock every evening walking to his post. He is placed there (that is, on Blake Pier) presumably to fish out those who, in the darkness are indiscreet enough to walk by the pier bank.

Therefore deduce—

(c) Would it not be better for His Excellency, in order to better perpetuate his name, and hand down to our coming generation the gubernatorial existence of our present Governor, that he should himself take a walk down to his pier and inquire into the matter?

Again, it has now come about that, notwithstanding all the police and military vigilance, the Chinese in the Colony have taken to dumping their dead bodies on the roofs of houses, and the Sanitary Inspectors have now been instructed (I believe) to mount all the cock-lofts of the houses in their districts to look after dead bodies.

Therefore deduce—

(d) Would it not be possible for a dead body to be resurrected, get up with plague, frightened at the appearance of the man in uniform, jump over the verandah, and the man in uniform be called upon to answer a charge of "killing and slaying" a resurrected body?

Moreover, and in conclusion, would it not be well for the Sanitary Board or His Excellency, for that matter, to consider whether it is advisable to turn a family out of one house where a case of plague is concerned, and permit them (without any quarantine) to take refuge in another house? I know a Chinese family, not a long distance from the Sanitary Board offices, who were turned out of their dwellings, and were compelled to seek shelter in another part of the city, after no end of refusals to receive them.—Indeed, I know of one wealthy Chinaman, who has left the Colony because a plague-stricken family took quarters close by where he resided.

Therefore deduce—

(e) Do away with red-tape, and nine-tenths of these evils will disappear.

Yours, etc.,

PUBLICIST.

PLAGUE EFFECTS.

TO THE EDITOR OF THE "DAILY PRESS."
30th May.

SIR,—Cannot something be done to check the carrying of personal effects along Battery Path, from the infected premises of Beaconsfield Arcade, at hours when residents are proceeding to and from the train station. I passed up this way on going to the Peak last evening at 8 o'clock and witnessed a number of coolies taking goods away from the back premises of the Arcade, leaving them along the pathway until more had been fetched. All precautions should be taken by the authorities to minimise the danger of infection; the case in point certainly does not tend in that direction.—Yours, etc.,

PEAK RESIDENT.

THE CRICKET GROUND.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 30th May, 1901.

SIR,—Your correspondent "Another Malcontent" has hit upon one other long-felt want—if I may call it—in this Colony. Though not many, still we have places where a band may play during the afternoon or the evening, therefore, it is matter for wonder that we have nothing of the kind here, whereas, not to go further than Macao or Shanghai, the public enjoys a band twice or oftener a week in favourite places of resort.

Surely our public would be too grateful if once they were able to play at least once a week at the Botanical Garden, as was done in former times. It would be welcomed as a boon, after the heat and harass of the day, to pass a few hours inhaling the fresh air of the gardens and listening to the band. Trusting this suggestion will not be quite in vain.—Yours, etc.,

S.

IF SMITH HAD EXPLAINED.

My wife says, and she says it with a snap, that never, never again will the Smiths get an invitation to eat at our house. And when she once makes up her mind to anything, she sticks to it like shoe-maker's wax to a bit of wadded cloth.

You see the Smiths' man and wife, were old and intimate friends of ours. We lived with a stone's throw of each other for many years, and were as thick as thieves. As to our worldly estate, we were about on a level, in very moderate circumstances.

Between two and three years ago Smith's employers sent him to America on some business errand; he would not tell us what. A fortnight since he turned up at home and gave out that he had made a trade of money for himself while he was away.

Last Tuesday we had them to dinner; the best dinner my wife could get up. And it was a good one, if I do say it myself. Yet, socially, it was a failure. In the old time Smith had the appetite of a oak-horse. Now he picked and winced over the very dishes that used to be his favourites. As my wife pressed him to taste this or that, he thanked her politely, but he didn't eat. Mrs. Smith apologised for her husband, and said he had been ailing somewhat since his return from America. So the dinner ended in disappointment, and the Smiths went home early.

"Poor Smith is ill," said I. "No," said my wife, "he isn't ill. He's proud. He thinks his old friends aren't good enough for him; that's where it is. He's rich and we're poor, and—" The wretched woman here broke down and cried, and I went out for a consolation smoke.

And yet bless your soul!—wait a moment, however. If Smith had been perfectly frank and said, "I am not the man I was. I lived high in America, and I'm all gone to pieces with inflammatory dyspepsia, and this splendid dinner will half kill me if I eat it." If he had said that, we should have pulled through without a break. Why didn't he say it?

Here is a lady who does not hesitate to tell us her experience with that wretched ailment. Miss M. J. Barton is her name, and her home, 56, Sory Street, Sheffeld. In a written statement dated September 19th, 1900, of which the following is the sum and substance. She says that it is now rather more than two years since her health began to fail. At first, she thought it was only some trivial ailment that would some day pass away, for she, on loss of appetite and a feeling of languor and weariness, there did not seem to be much the matter with her.

No she struggled on with her work as do countless thousands of brave women every day, hoping to be right again in a short time.

But alas! her hope was short-lived, for, indeed, the demon health-destroyer, had got her in its iron grasp and would not set her free. Instead of getting better, she became worse.

Her tongue was now always foul and nasty, and after taking food—no matter how little—she experienced such a sense of fullness and tightness in the chest that she could scarcely breathe. "It seemed," she says, "as if some heavy weight was resting on my chest and pressing in my ribs." Indeed her chest became so sore and painful that she could scarcely bear anything to touch it, and was almost afraid to walk about, the slightest jolting hurt her so.

This feeling of weight and oppression in the chest is one of the most distressing and common symptoms of Indigestion. Like the red flag of the railway signalman it counsels caution and warns of danger ahead. What untold pain and misery might be avoided if only we heeded these danger signals of nature, but there, what's the good of moralising. We don't take warning, therefore suffer in consequence. Miss Barton did, for she goes on to say—

"At times, I suffered intensely from wind spasms, and was constantly vomiting sour water. Sleep no longer refreshed me, for it only came in snatches and was disturbed by horrible dreams. Deprived of proper rest at night, and afraid to eat much because of the fearful pains that were sure to follow, small wonder I got so weak and thin, that at last I was forced to give in and take to my bed, where I stayed for six weeks. During that time I vomited a quantity of blood."

The doctor said I was suffering from Indigestion and an ulcerated stomach. His medicine enabled me to get down stairs again, but did not cure me, for I still suffered great pain after eating, and was always tired and weary.

In this condition I remained for several months, despairing of ever being well again, but, providentially, I was led to try Siga's Syrup, and to that medicine alone is due my present good health. Now I can eat heartily and enjoy my meals without fear of pain, and feel brighter and better in every way than I have done for over two years."

Why Mr. Smith didn't mention his illness at our dinner, I don't know. He admitted it afterwards to me, but my wife hasn't forgiven him. "Haven't you?" says Homer, "are those who died under the high walls of Troy?" Happier yet, say I, are those who live and can eat what is set before them.

HATCH, MANSFIELD & CO., LD.

WINE MERCHANTS, LONDON.

CHAMPAGNE

Per Case of 12 Bts. Qts. Per Case of 24 Bts. Pils.

PERRIER JOUET (Monopoly for China). \$46.25 \$48.25

EXTRA QUALITY, EXTRA DRY, 1899 VINTAGE.

VEUVE LAVILLE - - - 30.50 32.50

EXTRA QUALITY, EXTRA DRY, 1899 VINTAGE.

ALSO IN STOCK—HOCKS, MOSELLE, CLARETS, SAUTERNE, BURGUNDIES, PORT, SHERRY, LIQUEURS, &c., &c.

For Price Lists, &c., apply to—
1898] LINSTAD & DAVIS, AGENTS.

JAPAN COALS

THE MITSUI BUSSAN KAISHA (OR MITSUI & CO.)

HEAD OFFICE:—41, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, LEE HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chifu, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Kobe, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Misaki, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."
A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armaments and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Fungus Miki, Tagawa and Yamato Coal Mines; and SOLE AGENTS for Futaba, Hokoku, Ichimura, Kanada, Kishima, Mannoura, Onoura, Otsuji, Soneja, Teubakuro, Yoshinotsuki, Yoshio, Yanokibara, and other Coal Mines. [1891]

THEODORO VAFIADIS & CO.

HIGH CLASS EGYPTIAN CIGARETTES. FACTORY, CAIRO (EGYPT)

CLOSE TO H.E. NUBAR PASHA'S PALACE.

BRANCHES.

BOMBAY.....20, Esplanade Road. RANGOON.....72, Merchant Street.
CALCUTTA.....4, Dalhousie Square. LONDON.....19, Basinghall Street, C.E.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS

MESSRS. KRUSE & CO.,

HONGKONG.

NOW ON SALE.

THE CHRONICLE AND DIRECTORY

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES, NETHERLANDS, INDIA,

PHILIPPINES, BORNEO, &c.,

FOR 1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TRAVELLER, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

Put Log Cabin IN YOUR PIPE & Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-2]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BRETH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 8th June, at Noon.
LONDON	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th June.
LONDON	MACHAON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th June.
LONDON	GLENGARRY	Brit. str.	—	J. S. Stevenson	McGREGOR BROS. & CO.	On 28th June.
LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th July.
LIVERPOOL DIRECT	RHIFUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th June.
BREMEN, via PORTS OF CALL	HAMBURG	Ger. str.	—	P. Magin	MELCHERS & CO.	On 13th June, at Noon.
MAARSEILLES & LONDON	CEYLON	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
MAARSEILLES & LONDON	SOGOTIA	Brit. str.	—	T. Hilde, R.N.R.	P. & O. S. N. Co.	On or about 15th June.
MAARSEILLES &c., via PORTS OF CALL	LAOS	Frech. str.	—	—	MESSAGERIES MARITIMES	On 3rd June, at 1 P.M.
MAARSEILLES, LONDON & BARROW, v. SPORE, &c.	SHINANO MARU	Jap. str.	—	G. E. T. Cook	NIPPON YUSEN KAISHA	On 14th June, at Daylight.
MAARSEILLES, LONDON & ANTWERP, v. SPORE, &c.	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 28th June, at Daylight.
MAARSEILLES & HAMBURG	SKOVIA	Ger. str.	—	Foerck	HAMBURG-AMERIKA LINIE	On 12th June.
HAYRE, BREMEN & HAMBURG	WITTENBURG	Ger. str.	—	Hempel	HAMBURG-AMERIKA LINIE	On 25th June.
HAYRE & HAMBURG	NURNBERG	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 25th July.
HAYRE & HAMBURG	SAMBIA	Ger. str.	—	Schmidt	DODWELL & CO. LIMITED	To-day.
NEW YORK via PORTS & SUEZ CANAL	AFRIDI	Brit. str.	—	—	McGREGOR BROS. & CO.	On or about 20th June.
NEW YORK via SUEZ CANAL	INDRANI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 25th June.
NEW YORK via SUEZ CANAL	BAKRA	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 1st Aug.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 5th June.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	—	H. Mowatt, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 12th June.
VICTORIA, B.C., & TACOMA, via SHANGHAI, &c.	BRAEMAR	Brit. str.	—	W. Watt	DODWELL & CO. LIMITED	On 7th June.
PORTLAND, &c., via SHANGHAI, &c.	KAGA MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 10th June, at 4 P.M.
SAN FRANCISCO via SHANGHAI, &c.	INDRANI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 3th June.
SAN FRANCISCO via SHANGHAI, &c.	DORIC	Brit. str.	—	—	O. & O. S. S. Co.	To-morrow, at Noon.
SAN DIEGO, &c., via MOJI, &c.	NIPPON MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 11th June, at Noon.
AUSTRALIAN PORTS	BELGIAN KING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th June.
AUSTRALIAN PORTS	CHANGHAI	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 28th June, at 4 P.M.
KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	—	J. Mackenzie	NIPPON YUSEN KAISHA	On 7th June, at Daylight.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 21st June, at Daylight.
NAGASAKI, KOBE & YOKOHAMA	SADO MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 21st June, at Noon.
MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 18th June, at Noon.
WEIHAWEI & TIENTSIN	KAGOSHIMA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 5th June.
SHANGHAI	KWEIYANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	WHAMPOA	Brit. str.	—	—	SIEMSEN & CO.	On 3rd June, at 5 P.M.
SHANGHAI	LYEEMOON	Ger. str.	—	Th. Lehmann	P. & O. S. N. Co.	On or about 4th June.
SHANGHAI & JAPAN	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	MESSAGERIES MARITIMES	On or about 4th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SYDNEY	Frech. str.	—	Aubert	P. & O. S. N. Co.	On or about 7th June.
SHANGHAI	CHUSAN	Brit. str.	—	C. L. Daniel	MITSUBI BUSSAN KAISHA	On 12th June.
ANPING, via SWATOW & AMOY	MAIDREU MARU	Jap. str.	—	S. Aizumi	MITSUBI BUSSAN KAISHA	On 5th June, at Daylight.
FOOCHOW via SWATOW & AMOY	ANPING MARU	Jap. str.	—	—	MITSUBI BUSSAN KAISHA	On 2nd June.
TAMUI via SWATOW & AMOY	DAIJI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day.
AMOY, SPORE, SAMARANG & SOERABAYA	SHANING	Brit. str.	—	—	DOUGLAS LARSEN & CO.	On 2nd June, at Daylight.
SWATOW, Amoy & FOOCHOW	TAIHSI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 4th June.
ILOILO & CEBU	KAIFONG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 4th June.
MANILA	DIAMANTE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th June.
MANILA	SUNGKIAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 3rd June.
MANILA & ILOILO	CHANGSHA	Brit. str.	—	—	B. J. BARNES	To-day, P.M.
YAP, SAIPAN, GUAM, PONAPE, &c.	LOUISE J. KENNY	Amr. schr.	—	—	CARLOWITZ & CO.	On 12th June, at Noon.
SINGAPORE & BOMBAY	MELPOMENE	Amr. str.	—	—	NIPPON YUSEN KAISHA	On 21st June, at Noon.
BOMBAY via SINGAPORE & PENANG	BORNIDA	Ital. str.	—	—	—	—
BOMBAY, via SINGAPORE & COLOMBO	MIRIE MARU	Jap. str.	—	—	—	—

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 3th June, 1901.
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th June, 1901.
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, an make connection at Vancouver with the PACIFIC COAST LINE, and cross the Continent of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING PARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"ATHENIAN" 3,882 Tons, Comdr. H. Mowatt, R.N.R. About WEDNESDAY, 12th June.
"TARTAR" 4,425 Tons, Comdr. G. D. Bowles, R.N.R. About SATURDAY, 8th July.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to J. E. BROWN, General Agent, Pedder's Street.

Hongkong, 16th May, 1901.

[10]

SHIPPING.

ARRIVALS.

May 29, PAKHOI, British str., 1,218, Williams, Canton 28th May, General—BUTTERFIELD & SWIRE.
May 30, CHOY-SANG, British str., 1,194, Bowker, Shanghai 28th May and Singapore 29th, General—JARDINE, MATHESON & CO.
May 30, THALES, British steamer, 836, A. J. Robson, Swatow 29th May, General—DOUGLAS LARSEN & CO.
May 30, MARIE JENSEN, German str., 1,771, P. Hommel, Saigon 29th May, Rice—JENSEN & CO.
May 30, RAJA BURI, German steamer, 1,189, Alibon, Bangkok 29th May, Rice—MELCHERS & CO.
May 30, ENDYMION, British cruiser, 7,350, A. W. Paget, Weihaiwei 24th May.
May 30, FUSHUN, British str., 1,590, Lunt, Canton 30th May, General—CHINESE.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
30th MAY.
Afridi, British str., for Singapore.
Eastern, British str., for Sydney.
Pakhoi, British str., for Shanghai.
Taisong, German str., for Mauritius.
Segovia, German str., for Singapore.
Inaba Maru, Japanese str., for Swatow.
Hainan, British str., for Swatow.

DEPARTURES.

May 30, SACHSEN, German str., for Shanghai.
May 30, FLANDRIA, German str., for Shanghai.
May 30, STRASSBURG, Ger. str., for Shanghai.
May 30, TSINTAU, German str., for Canton.
May 30, KWANGSEI, British str., for Canton.
May 30, HAIMUN, British str., for Swatow.
May 30, HAITAN, French str., for Hainan.
May 30, RANSA, British str., for Sourabaya.
May 30, GWALION, British hospital ship, for Taku.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Bennington, Bupis, Jude, Meade, Union, Iria, Kaitong, Decafica, Juno, Natusa.
COSMOPOLITAN DOCK.—Colonias, Simongan, Palsan.

SHIPPING REPORT.

The British steamer Thales, from Swatow 29th May, had light N.E. winds and fine weather.

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"DIAMANTE"
Captain A. Ramsay, will be despatched as above TO-DAY, the 31st inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
A Doctor is carried.
For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.
Hongkong, 28th May, 1901. [1353]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM TO SINGAPORE AND BOMBAY.
(In close connection with the Company's accelerated line to Trieste.)
THE Company's Steamship
"MELPOMENE"
Captain Matcovich, will be despatched as above TO-DAY, the 31st inst., P.M.
For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.
Hongkong, 20th May, 1901. [6]

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"LOONGSANG"
Captain Weigall, will be despatched as above TO-DAY, the 31st inst., at 4 P.M.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 28th May, 1901. [1349]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.
Proposed SAILINGS FROM HONGKONG.
"AFRIDI" 31st May.
"HILGLEN" 14th June.
"LOWTHER CASTLE" 30th June.
"HEATHBURN" About 17th July.

For Freight and further information, apply to DODWELL & CO., LD., Agents.
Hongkong, 24th May, 1901. [878-1194-988]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI via SWATOW AND AMOY.
THE Company's Steamship
"DAIJI MARU"
will be despatched for the above ports on SUNDAY, the 2nd June.
For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.
Hongkong, 27th May, 1901. [17]

COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOTS-POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd June, 1901, at 1 P.M., the Company's Steamship "LAOS," Captain Phaulin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 2nd June. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 21st May, 1901. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.
THE Company's Steamship
"SYDNEY"
Captain Aubert, will be despatched for the above ports on or about TUESDAY NEXT, the 4th June.
For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
Hongkong, 29th May, 1901.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.
MARSEILLES AND CEYLON { W. Hayward, R.N.R. } Noon, 31st } Freight or Passage.
LONDON { } May { }
SHANGHAI AND JAVA { G. W. Gordon, R.N.R. } About 4th } Freight or Passage.
JAPAN { } June { }
SHANGHAI { CHUSAN } About 7th } Freight or Passage.
{ C. L. Daniel } June { }

LONDON, &c. { COROMANDEL } Noon, 8th } See Special Advertisement.
{ F. W. Vibert, R.N.R. } June { }

MARSEILLES AND SOGOTIA { T. Hilde, R.N.R. } About 15th } Freight only.
LONDON { } June { }

For Further Particulars, apply to H. A. RITCHIE, Superintendent.
Hongkong, 24th April, 1901. [1]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
KANAGAWA MARU { KOBE and YOKOHAMA } FRIDAY, 7th June, at DAYLIGHT.
J. Mackenzie { VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, KOBE, and YOKOHAMA } MONDAY, 11th June, at 4 P.M.
KAGA MARU { NAGASAKI, KOBE, and YOKOHAMA } FRIDAY, 14th June, at DAYLIGHT.
J. W. Ekstrand { MARSEILLES, LONDON, and BARROW, via SINGAPORE, PENANG, COLOMBO & PORT SAID } FRIDAY, 14th June, at DAYLIGHT.
SHINANO MARU { MOJI, KOBE and YOKOHAMA } TUESDAY, 18th June, at NOON.
G. E. T. Cook { KOBE and YOKOHAMA } THURSDAY, 21st June, at DAYLIGHT.
KAGOSHIMA MARU { KOBE and YOKOHAMA } THURSDAY, 21st June, at DAYLIGHT.
K. Kori { NAGASAKI, KOBE and YOKOHAMA } FRIDAY, 21st June, at NOON.
SADO MARU { HAMA } FRIDAY, 21st June, at NOON.
W. Thompson { BOMBAY, via SINGAPORE and COLOMBO } FRIDAY, 21st June, at NOON.
YAWATA MARU { MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID } FRIDAY, 28th June, at DAYLIGHT.
A. E. Moses { SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE } FRIDAY, 28th June, at 4 P.M.
M. Yagi { }
HITACHI MARU { }
G. Anderson { }
ROSETTA MARU { }
N. Tale { }
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager. [13]

Hongkong, 27th May, 1901.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th May, 1901.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th May, 1901.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th May, 1901.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th May, 1901.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th May, 1901.

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. SAILING DATES.
HAMBURG (Hamburg-Amerika Linie) THURSDAY, 13th June.
SACHSEN THURSDAY, 13th June.
KLAUSCHOU (Hamburg-Amerika Linie) THURSDAY, 11th July.
BAYERN THURSDAY, 11th July.
KONIG ALBERT THURSDAY, 25th August.
PRINZESS IRENE THURSDAY, 22nd August.
PRINZ HEINRICH THURSDAY, 5th September.
PREUSSEN THURSDAY, 19th September.
HAMBURG (Hamburg-Amerika Linie) WEDNESDAY, 2nd October.
SACHSEN WEDNESDAY, 16th October.
KLAUSCHOU (Hamburg-Amerika Linie) WEDNESDAY, 30th October.
BAYERN WEDNESDAY, 13th November.

ON THURSDAY, the 13th day of June, 1901, at Noon, the Steamship "HAMBURG," of the NORDDEUTSCHER LLOYD, Captain P. Magin, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 11th June, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 12th June, and Parcels will be received at the Agency's Office until NOON on WEDNESDAY, the 12th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., AGENTS.
Hongkong, 30th May, 1901. [9]

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 30th May, 1901.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 30th May, 1901.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 30th May, 1901.

For further Particulars, apply to MELCHERS & CO., AGENTS.

